

Established February, 1845.

PRICE. \$2 PER MONTH

## Shipping

**Steamers.**

**OCEAN STEAMSHIP COMPANY.**

**FOR LONDON VIA SUEZ CANAL.**

The Co.'s Steamship  
*Providence*,  
Capt. WEBSTER, will be  
despatched as above on  
**THURSDAY, the 22nd Instant.**

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
*Agents.*


Hongkong, April 15, 1886. 757

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**CHINA NAVIGATION COMPANY,**  
**LIMITED.**

**FOR PORT DARWIN, THURSDAY**  
**ISLAND, COOKTOWN,**  
**TOWNSVILLE, BRISBANE, SYDNEY**  
**AND MELBOURNE, &c.**

The Steamship  
*Tarzan*,

 Captain Ozeo, will be despatched as above on **SATURDAY**, the 24th Instant, at 4 p.m. This Vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, April 16, 1880. 760


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**NOTICE.**

**COMPAGNIE DES MESSAGERIES**  
**MARITIMES.**

—

**PAQUEBOT POSTE FRANCAIS.**

 The Co.'s Steamship

 **Arden**,  
Commandant Benson  
will be dispatched for  
**KORE** and **YOKOHAMA** shortly after the  
arrival of the Mail Steamer from Europe.  
**G. DE CHAMPEAUX,**  
Agent.  
Hongkong, April 13, 1886. 74

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**Sailing Vessels.**

**FOR SAN FRANCISCO.**  
The 2/3 E. L. I. American Ship  
John Currier,  
J. B. BERRINGS Master, will leave  
here for the above Port, and  
will have quick despatch.  
For Freight, apply to  
**RUSSELL & Co.**

Hongkong, March 26, 1886. 61

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## Notices to Consignees

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THE CHINA SHIPPERS MUTUAL  
STEAM NAVIGATION COM.  
PANY, LIMITED.

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NOTICE TO CONSIGNEES.

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FROM LONDON AND SINGAPORE.

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THE Company's S.S. *Kataia*, having  
arrived from the above Ports, con-  
signees of Cargo are hereby informed that  
their Goods are being loaded at their ris-  
to the Godowns of Messrs. JAMES  
MATTHEWSON & Co., West Point, where

delivery can be obtained.

No Claims will be admitted after the Goods have left the Godowns and no Claims must be sent in to the Owners of the Undergarments before Noon on the 24th Instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th Instant will be subject to risk.

Optional Cargo will be allowed, and no notice to the contrary be given before Noon To-morrow.

Bills of Lading will be countersigned by

**ARNOLD, KARBURG & Co.,**  
Agents.

Hongkong; April 16, 1886.

**FROM LONDON, PENANG AND SINGAPORE.**

THE Steamship *Utterodon* having arrived from the above Ports, Consignees Cargo by her are hereby informed that their Goods, with the exception of Opium are being landed at their risk into the Godowns of the Undersigned, whomever and from the Wharves or Boats delivery may be obtained.

Optional cargo will be forwarded under notice to the contrary be given before 4 p.m., To-day, the 16th Instant.

Cargo remaining undelivered after 23rd Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned.

JARDINE, MATHESON & Co.  
Hongkong, April 16, 1886.

FROM PENANG AND SINGAPORE

THE Steamship *Pacific* will arrive here  
on or about the 19th Instant from London  
above Ports. Consignments of Goods are hereby  
requested to send in their Bills of Lading  
to the Undersigned for contamination  
and to take immediate delivery of the  
Goods from alongside on her arrival.

Cargo impeding the discharge of the  
Steamer will be at once landed and stored  
at the Undersigned's expense. The  
Fire Insurance will be effected.

Y. S. CHAN YON & Co.  
Hongkong, April 12, 1886.

**COMPAGNIE DES MESSAGERIES  
MARITIMES**

**NOTICE TO CONSIGNEES**

CONSIGNEES of the following steamer

are requested to send in their bills  
leading to the Undersecretary for counter-  
signature, and to take immediate delivery.  
This Cargo has been landed and stored  
their risk and expense.  
No Fire Insurance has been effected.  
Respectfully,  
A.F.P. (in d.m.) 512/19-22 Suez Canal  
from London, to order.  
G. de CHAMPEAUX,  
Agent.  
Hongkong, April 12, 1896.







Princess Louise, Napoleon Bonaparte, the second son of Prince Jerome Bonaparte, and of Princess Clotilde, arrived here this morning by the French Mail. The Prince is travelling under the name of Comte de Montalembert, Montalembert being the name of a property belonging to his mother. He is a young man of 22 years of age, having been born in July 1864. His mother was the daughter of Victor Emanuel, the late king of Italy, and Prince Louis is consequently a nephew of the reigning king of Italy, Umberto I. His connection with the great founder of the Bonaparte family is, of course, more remote. His father, Prince Jerome, who is recognised as the Pretender to the Imperial throne, is the oldest son of the youngest brother of the first Napoleon. Prince Louis' elder brother, Prince Victor, is favoured by the more Catholic members of the Bonapartist party in place of his father as the heir of the Great Imperial house. This young Prince who has arrived here is on a tour round the world. He comes here from Saigon and is to return to Europe by way of San Francisco.

We regret to learn that M. F. Scherzer, French Consul at Canton, died on board the steamer *Djemnah* in the Red Sea while he was on his way home to recruit his health. M. Scherzer, for many months before he left home, had been suffering from the effects of an acute attack of dysentery contracted while he was serving as Private Secretary to the late Admiral Courbet in the *Penelope*. On his return to Hongkong, he recovered somewhat and was then appointed a member of the Frontier Delimitation Commission. For some time he had grave doubts as to whether his health would permit of his undertaking what at the best must have been an arduous task; but eventually he decided to brave the risk of his health breaking down. He soon found, however, that he had over-estimated his strength, and the old malady returned with renewed vigour. He was then forced to retrace his steps to Hongkong, where he arrived in a very feeble state, and took passage home, evidently all too late. Although M. Scherzer took no active part in the negotiations with China, he rendered valuable service to his Government by keeping them well informed on all points connected with affairs on which information was required. He was well known in Hongkong, and his death will be sincerely regretted by many friends.

Mr. Jamieson, the new Assistant Judge at H. B. M. Court, Shanghai, took his seat on the bench on the morning of the 16th instant for the first time. He seems (says the *Courier*) to have a sharp business-like way of doing things.

Captain Powell of H.B.M.S. *Champion*, has been directed, with the consent of the Japanese Government, to proceed with his vessel to Omi Bay for the purpose of determining the relative advantages of places proposed as accessible ports in that district.—*Japan Mail*.

Occupation has at last been found for the steamship *Great Eastern*. Arrangements have been completed by a Liverpool firm for the bringing of the vessel to Liverpool, where she will anchor in the Mersey, and be one of the objects of interest during the coming Shipwreck Exhibition. She will be fitted up for concerts and other entertainments, one of which is said to be a circus. It is reported she will prove a great attraction.

It is reported that one of the passengers by the *Myosotis*, which came into Yokohama harbour on the morning of the 14th instant, was drowned on the voyage up. About 5 o'clock the previous night, Rock Island bearing E. N. distant about 14 miles, Miss Davis, one of the passengers, was missed. A search was made but without success, and it is supposed the lady had jumped overboard.—*Japan Mail*.

A CORRESPONDENT in the North informs the *N. O. D. News* that the Hongkong branch of the Chinese Government is not well-to-do, but everything was going on well. The negotiations between England and China about Bhamo were progressing satisfactorily, and the arrangement would probably be the surrender of some border territory to China. The railway question had been settled at Peking for some time past.

Captain Allison, of the steamer *Fellow*, reports that on 30th March he sighted an island which is not marked on the chart. He took the position by observation and found it to be in lat. 13° 55' N. and long. 142° 23' E. The island is to the westward of the Behning Bank. The island is probably the same one that was reported some two years ago by the Captain of the *Tanaka*. The island has trees on it and is about two miles long.—*N. O. D. News*.

The *Courier* learns from the *Epoca*, that the repairing of the Foochow Arsenal, has now been completed, and it has resumed its former appearance. The Manager of the Arsenal recently sent about 20 candidates to pursue English and French studies, and they are progressing favourably. The Chinese Government, besides paying £3,000 to the family of each student, also defrays their expenses, while abroad. Most of them are learning engineering and navigation, but a few devote themselves to law.

Says the *Shanghai Courier*—The Chinese farmers of the opium have now published four weekly returns of the quantity of opium raised through the Customs by foreigners on which duties are not paid. From these returns it appears that the farmers have the yield of 300,000 in one month, which represents a loss of revenue of £1,200,000 to the Government. The loss is not for the year. They would, therefore, have had to pay the Municipal Council £1,000,000 per year for the assistance of the Municipal Police in preventing opium being smuggled through the Settlement into the country. The loss is not for the year. They would, therefore, have had to pay the Municipal Council £1,000,000 per year for the assistance of the Municipal Police in preventing opium being smuggled through the Settlement into the country. The loss is not for the year. They would, therefore, have had to pay the Municipal Council £1,000,000 per year for the assistance of the Municipal Police in preventing opium being smuggled through the Settlement into the country.

will lose along the entire line. He strongly advocated a local arrangement, but our advice was passed by unheeded.

STRENGTH, March 4.—It has now been definitely settled that William Beach, the champion sculler of the world, with Mr. J. G. Double, and possibly Peter Kemp, but most certainly the first two, will take their departure for England on the 27th March in the *Quaco*. It is the intention of the champion to go direct to London, and when there he will row one and all, English and American scullers, who may choose to dispute his right to the title of champion sculler of the world. Beach, however, is determined only to row a race for the championship over the course on the Thames from Putney to Mortlake.

Two following are a lady's views about shaving.—Were not the conquering races always the bearded ones? How can any sane person imagine that our Maker caused a beard to grow upon the face of man for the sake of the employment of the razor, or digging it out by the roots as some savages do? And remember, that among God's chosen people, a man was considered unfit to enter good society without his beard. He must 'tarry at Jericho' till his 'beard was grown.' I wish he had tarried there till the last time. A man without a beard looks like a house without blinds, a horse without a mane, or any other incomplete affair. And it is perfectly true to reproaching his Maker for man to keep himself shaved smooth. In fact, the laws of Nature, which are the laws of God, resent and avenge the custom.

THE N. C. D. NEWS.—We are informed that the Compagnia di Navigazione Italiana (Rubbino and Florio United Companies) will extend their Far East line as far as Hongkong, running a steamer every two months and starting from that port on the 13th of June. The steamers will call at the following ports:—Singapore, Ceylon, Bombay, Aden, Suez, Port Said, Catania, Messina, Naples, Leghorn, and Genoa, occupying the whole trip forty-eight days. Of course it will take longer to reach the Mediterranean ports by the Italian than by the French mail steamers on account of the difference of route, the greater number of calls, and also because of the lengthened stay of the steamers in some of the ports. At Bombay, for instance, the Italian steamer, like that of the Austrian Lloyd, will remain six days, during which a passenger will be enabled to take a short trip to some part of India. This Company is said to be one of the most powerful in the world for paid up capital as well as for size of their fleet. They possess 100 steamers, and a number of sailing vessels. They have a large course of construction for them in England. Their steamers call regularly at all the ports of the Black and Mediterranean Seas, and trade to New York, New Orleans, and other North American ports, and to South America both on the Atlantic and Pacific side. From Hongkong to Calcutta through the Suez Canal is the longest trip one can make under the flag of the same Company.

#### 'FRAGRANT WATERS' MURMUR.

That the new Stamp Duty Bill has come to an untimely end, amid the sighs of the Colonial Treasurer and the Acting Attorney General, but that no one else is inclined to shed a tear over its decease. That the Colonial Treasurer may even yet 'get to Dover' with more than the skill in his coffers. That some of the members of Council still seem inclined to favour the secret sittings of the Finance Committee, although these dark sessions ought to be denounced by every British voice in the Colony. That the glimpse of these secret sittings caught in the Report concerning Dr. Dobson's extra clerk is rather amusing, and that the stipulation of 'don't ask for any more' seems to be a stock salve to the voting consciences.

That if Dr. Dobson be wise, he will confine himself to meteorology and refrain from travelling into other departments of science, leaving the death-rats to those more immediately concerned.

That the South-West Monsoon is likely to keep the Observatory Staff well employed for the next five or six months to come, and that the ship-captains are anxious to know more than the Doctor has yet told them about typhoons.

That the Chamber of Commerce should keep a sharp look-out on the proceedings for the ratification of the Chiaofoo Convention, as we seem to be giving even more than we got.

That our French neighbours in Saigon are allowing their jealousy of *Perfidie Albion* to assume a form which even Paul Bari's frothy talk can hardly justify, and that their silly doings will land them into trouble if persisted in.

That it should be remembered that British, German and Chinese enterprise have made Saigon what it is.

That the British port of Hongkong was not long since a great convenience to France during the little difference with China. That the world is surely big enough for all of us, but, while fairly good-natured, Britain will very strongly resent treatment like that meted out to the *Lennec*. That the good folks of Saigon must have forgotten their habitual politeness. That there is a true British ring about the telegram of yesterday, wherein Salisbury and Harrington are said to have buckled on their armour to maintain the integrity of the British Empire.

That at the same time a reform in the management of the Harbour might require the additional services of a man like Captain Ramsey. That in remembering the Orphans, Signor Chianini has once more behaved with the generosity of a Prince of Showmen. That he might stop the entry of his Tutor into that Lion's cage, as there is bound to be a catastrophe some day. That the Hongkong Choral Society's concert was hardly the success it should have been, and it needed all the execution and taste of Miss Bush as a pianist to rouse the audience to sympathy. That Queen's Road from the Naval Yard eastward is becoming somewhat billowy, and that a few delicate attentions from the Surveyor General would be appreciated by residents and travellers.

That Mr. A. B. Westland has proved himself to be a very efficient *locum tenens* of Mr. G. Ford, and that the report on the Garden and Afforestation Department does him great credit.

That the affectionate terms which he employs when describing the temporary disfigurement of Gloucester Ravine will be commended and admired by all lovers of the beautiful.

That Hongkong begins to think of saying 'good-bye' to the Mascottes, and that it may well do so with regret, for a better company in every sense has seldom visited this Colony.

That the Police and their 'characteristic' ally-dressed Highlanders are waiting for the first fine day.

That stronger measures should be taken to keep the Colony clear of criminals and the Gaol of prisoners before we dream of enlarging the prison.

BROWNE.

#### MYTHICAL MONSTERS.

Credulity has hitherto been regarded for the most part as the weakness of past generations which it is the mission of science to remove. Mr Gould is a man of science, and the son of a man of science of no mean rank, but, as far as credulity is concerned, he may be fairly put down as a case of reversion to the older type. Mr Gould has not abandoned science; far from it; he is on the march, but he has fallen upon a theory, which we have no hesitation in calling the credulous theory. The uncoloured masses have hitherto been incredulous to a fault, and 'even scientific men are sometimes as crazily incredulous as the uncoloured masses' (p. 8). Not only is 'the Deluge not a myth,' as science has been now and then hinting for some time past, but the Dragon is not a myth, the Unicorn is not a myth, the Phoenix is not a myth, the Sea Serpent is not a myth, there are hardly any myths. The material of fable is for the most part authentic facts of the utmost value to science at the stage it has now reached, and by no means the originations of the human brain. They are the missing links between geology and history. The reader cannot fail to notice that when the dragon is placed in this way he ceases at once to be a 'mythical monster,' and so with the others. At least monstrously is reduced to a minimum. The object of the book before us is to do away with it as much as possible.

The alternative solution, which Mr Gould suggests of the stories about unicorns, affords a good example of the aim of his book.—There is a possible solution, which does not appear to have struck previous writers on the subject, viz. that the unicorn may be merely a hybrid produced occasionally and at some or less rare intervals. A cross between some equine and cervine species might readily result in a unicorn offspring. As an alternative, we may speculate on the unicorn being a generic name for several distinct species of (probably) now extinct animals; missing links between the three families, the Equidae, Cervidae, and Bovidae; creatures which were the contemporaries of prehistoric man, and which, before they finally expired, attracted the attention of his descendants, during early historic times, by the rare appearance of a few surviving individuals.

Mr Gould has in this volume opened up a new field of investigation which certainly is very interesting and may yet yield valuable fruit. But he will, we should think, be himself the first to recognise the special danger of making a hobby-horse of the theory propounded. It is all very well to look for some vestiges of historic fact in *Gulliver's Travels*, *The Arabian Nights*, or the Chinese *Shan Hai King* (山海經), but, although the wish may become father to the thought, it cannot legitimately become father to the belief that the *Shan Hai King* might have been compiled three thousand years before Kwoh Poh (A. D. 270-324), or that the 'Shan Hai King' was initiated by Chow Kung (B. C. 1122 p. 27). The desire to find a book in Chinese which is nearly five thousand years old, and which describes 'missing links' may become inordinately strong and warp one's judgment.

Mr Gould has industriously collected a large amount of information about Chinese dragons, unicorns, Ki-lins, phoenixes and the like, chiefly from translations and retractions. It is to be regretted that original references and quotations of Chinese are not given for the verification of translations and retractions. No more effective method could be devised of really concealing the source of information and disarming criticism, than to quote

from Chinese.—What, for instance, is the Kienouen symbolic language (p. 11)? Do you give it up? It is 古文, apollé la Française! What is *Shan*, the subject of Appendix IX? We thought for some time that this article was a contribution to the solution of the Term Question; but of course *Shan* is 山, which Williams defines to be a 'huge clam' &c. &c. On this defect of the book we may accept the Publishers' apology, that the Author was absent in China, and that it was out of his hands eighteen months ago, when he had perhaps less opportunity of making the Chinese reference clear than he has now. But we would warn him emphatically, that credulity must not be extended to all translations from Chinese, much less to the speculations of Sinologists. Criticism of Chinese texts has been a flourish of trumpets from London, from Shanghai, and from Peking; but the game has not commenced. It would seem also that a thorough mastery of the Chinese language, such as the extensive acquaintance with Chinese literature ancient and modern must be indispensable to any one who undertakes to analyse the contents of the *Shan Hai King*, or Chinese 'Book of Wonders by Land and Sea,' and tell what parts are five thousand years old and what are not.

The collection of facts about 'Mythical Monsters' from all quarters, given in this volume, must prove extremely valuable to future investigators, whether they adopt Mr Gould's theory or not. We are inclined to accept it with caution. The 'deluge' is a story which is quite well attested in all things, well exemplified in his remark about half a dozen theories on the peopling of America: 'It is not impossible that all these theories may be correct.' We recommend the book as full of curious information; and need only add that it has been looked at in curiosity, and that it is a book to be read to excite an irrepressible desire to possess a copy. The illustrations are beautiful.

If we have any monstrosities in Hongkong there is a 'child' among us taking notes of them; and he's not a 'bake' one.

#### THE OPENING OF THE PORT OF HONGKONG, ANNAM.

The following letter has been handed to us for publication:—

COLONIAL SECRETARY'S OFFICE, Hongkong, 8th April, 1886.

Sir,—With reference to your predecessor's letter dated 9th November last, and to previous correspondence on the subject of the sending away of the British steamer *Gelestan* from the port of Hongkong by a French gunboat, I have the honour by direction of His Excellency the Officer Administering the Government to inform you that there was no objection to the steamer being sent away from the port of Hongkong, provided that the case was communicated to Her Majesty's Minister at Paris, who, acting under instructions, has made a friendly appeal to the French Government respecting the opening of the Port of Annam to Foreign Trade, the result of which will be communicated to Earl Grosvenor as soon as a reply is received. I have the honour to be, Sir, your most obedient servant,

(Sd.) FREDERICK STEWART, Acting Colonial Secretary, The Honourable P. Ryrie, Chairman, Hongkong General Chamber of Commerce, &c., &c., &c.

#### REGULATION OF TUG-BOATS ON THE CANTON RIVER.

The Acting Secretary of the Chamber of Commerce (Mr. H. J. Jeffries) has forwarded us the following letter for publication:—

COLONIAL SECRETARY'S OFFICE, Hongkong, 8th April, 1886.

Sir,—With reference to your predecessor's letter of the 31st December last and to previous correspondence on the subject of a proposal by the Chinese Authorities to regulate the towing of boats used as tug-boats between Hongkong and Canton, I am directed by His Excellency the Officer Administering the Government to inform you that Her Britannic Majesty's Charge d'Affaires at Peking has notified the Tug-Boat Kamen of his inability to accede to their proposals.—I have the honour to be, Sir, your most obedient servant,

(Sd.) FREDERICK STEWART, Acting Colonial Secretary, The Honourable P. Ryrie, Chairman, Hongkong General Chamber of Commerce, &c., &c., &c.

#### Tientsin.

Tientsin, 7th April, 1886.

News arrived from Peking, which is about 40 miles from Peking on the route to the Eastern Tomb, caught fire on the 1st inst., and when the Imperial procession arrived there on the night of the 1st, it was then burning. The cause or particulars have not yet arrived. The Chinese think it is an accident, but it is not a myth. A cross between some equine and cervine species might readily result in a unicorn offspring. As an alternative, we may speculate on the unicorn being a generic name for several distinct species of (probably) now extinct animals; missing links between the three families, the Equidae, Cervidae, and Bovidae; creatures which were the contemporaries of prehistoric man, and which, before they finally expired, attracted the attention of his descendants, during early historic times, by the rare appearance of a few surviving individuals.

Mr Gould has in this volume opened up a new field of investigation which certainly is very interesting and may yet yield valuable fruit. But he will, we should think, be himself the first to recognise the special danger of making a hobby-horse of the theory propounded. It is all very well to look for some vestiges of historic fact in *Gulliver's Travels*, *The Arabian Nights*, or the Chinese *Shan Hai King* (山海經), but, although the wish may become father to the thought, it cannot legitimately become father to the belief that the *Shan Hai King* might have been compiled three thousand years before Kwoh Poh (A. D. 270-324), or that the 'Shan Hai King' was initiated by Chow Kung (B. C. 1122 p. 27). The desire to find a book in Chinese which is nearly five thousand years old, and which describes 'missing links' may become inordinately strong and warp one's judgment.

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#### ADVICE TO ROWERS.

The following remarks made at the Annual Meeting of the Shanghai Rowing Club are worthy of perusal by our local rowers, and may be productive of some good:—Mr Dudgeon wished to make a few remarks before the report was passed. The report said that the past season had been fairly successful, but he (Mr Dudgeon) did not think they could lay claim to that for their conduct. He thought it had

been unsatisfactory. (The Chairman: Hear, hear.) They might fairly judge of the success of a Rowing Club season by the Autumn Regatta, and the regatta last Autumn he thought was creditable to no one except one or two members of the Club, and those whose exertions it would not have been held at all. Rowing was a serious business; it entailed upon members a moral responsibility which did not attach to other sports. In cricket and football it did not matter so much if one man in the team was bad; the badness of one man did not give physical discomfort to the remainder. But in rowing they all knew the result of one or two bad men in a crew—the result was physical discomfort and profane language. And things did not improve in the Club; the rowing got worse and worse, and in consequence the better rowers held aloof; they declined to have their bodies abused and their morals corrupted by rowing with bad oarsmen. If they could bring about a better form in rowing they would get more members; and with this object he thought there were two things which might be attended to. In the first place, he thought the Committee should put forth the question of giving systematic instruction to 'griffins.' A griffin joined the Club, eager to row; very occasionally he got somebody to take him out; generally he sat down on the steps, watched a few scullers and perhaps a pre-arranged four-oar, and then went away and consulted himself with a whiskey and seltzer, and growled. Now he (Mr Dudgeon) was certain there were three or four of the senior oars of the Club who would undertake to go down on certain evenings of the week for the purpose of taking out crews of griffins, and coaching them in the question of rowing. He thought it would be quite well to take one evening a week himself, and he thought there were others who would do the same. They ought to do more to train the griffins; many of the young oars gave up rowing in disgust because they could not get anybody to train them. Then he thought much attention ought to be paid to the question of rowing. Books on rowing were not easily procurable in Shanghai, and when they were obtained they were long, and it was troublesome for griffins to get at the gist of them. He would therefore suggest to the Committee that some sort of pamphlet or treatise giving the primary rules of rowing should be printed and circulated among the members of the Club, and issued to all new members. He had a treatise drawn up which he would be happy to give to the Committee to do what they liked with it; he thought that a short pamphlet of this kind would be read by members who could not be bothered with a long treatise, and would make work. They would be glad to add to it, he did not think these were an unmixed benefit. They were all very well in a home club, where they had control over their junior members, and could make them learn to row first on fixed seats; but here it was different. There was no control, and now only one boat in the Club with fixed seats, and that was not a boat suitable for teaching. He would suggest that two of the Shanghai built boats should be fitted with fixed seats, and that the instructors should be told to use these boats as they saw fit, and to refuse to take out crews in boats with sliding seats until they were ready. By using sliding seats before they had learnt to row on fixed seats rowers acquired faults which it was very difficult to eradicate afterwards. Then, with regard to the summer rowing, with the small number of members they now had he would suggest that they should have only one Club eight in place of two. It was impossible to get up two efficient eights, and men who were not fit to row sliding seats had to be put into them. Then with regard to the Spring Regatta, he would strongly advocate that it should be held with altogether; men were forced into the boats without sufficient training, and made to race; it not only often made them sick but they acquired faults which it was very difficult to get rid of afterwards. He therefore submitted these four proposals—first, that a regular system of instruction should be instituted; secondly, that some sort of treatise on theoretical rowing should be printed and circulated among members; thirdly, that at least two practice-boats should be fitted with fixed seats; and fourthly, that in summer rowing there should be only one Club eight recognised; and if there was anything brought up about a Spring Regatta, he should propose that it should not be held at all.

#### AN UNREHEARSED SCENE AT THE ITALIAN OPERA.

At Her Majesty's Theatre a performance of *Faust* was announced for the 6th March, but it came to a disastrous and premature end. The audience was the largest that had been assembled here since the re-opening of the theatre on Feb. 27, and the evening of opera, so far as it proceeded, was the whole satisfactory. After the close of the second act (the *Kermesse scene*), there was a prolonged delay, which caused strong expressions of disapprobation from a large portion of the audience; the sounds gradually increasing, and culminating in a mingled confusion of shouting, singing, and shouting, screaming, and other discordant noises. Nearly three-quarters of an hour passed, and when at length the curtain drew up for the garden scene the uproar still continued, drowning the orchestral prelude and the voice of Siebel, who retreated from the stage, muttering on the restoration of quiet and calm, and making plans for the rendering of the romance 'Le paradis d'amour.' Rumours had begun to be passed as to money difficulties between the director of the opera and the people employed in the performances, and some places vacated in the orchestra seemed to indicate the state of the mind of the audience. After the fall of the curtain at the end of the garden scene, another long delay occurred, during which renewed manifestations from the audience, which seemed to threaten something beyond derision. At about the time when the opera ought to have concluded the stage manager appeared, and amid a general hubbub, addressed the audience, stating that the carpenters and scene-shifters had refused to continue their duties. By this time many of the audience had left the theatre and therefore did not see the close of this disastrous evening. The curtain rose—not for the continuance of the opera, but for the display of a large number of the stage employees—carpenters, scene-shifters, chorists, supernumeraries, &c.—who excitedly appealed to the public for money help. Coins were thrown to them by some of the audience, causing a scramble among the recipients, some of whom came down from the stage and made individual appeals to the public, the general confusion, the shouting from pit and galleries, and the continued raising of 'We would go home till morning, altogether formed such a scene as can scarcely be described, and was witnessed even at a theatre of the lowest class. Occurring as they did in a locale that was for many years associated with the stage, the first opera performance ever heard of given amid such surroundings, the events formed a marvellous experience for those of the audience who have remembrances of Her Majesty's Theatre in its best days.

#### BRITISH COMMERCIAL INTERESTS ABROAD.

In the House of Commons, on the 8th March, Mr Howard Vincent asked the Under-Secretary of State for Foreign Affairs a question as to the instructions to Her Majesty's Diplomatic and Consular representatives in foreign countries with regard to the advancement of British commercial interests and the assistance to be afforded to British traders.

Mr Bryon: Her Majesty's Diplomatic officers are instructed 'to make the commercial interests of Great Britain an object of their constant attention,' and the general instructions for the guidance of Her Majesty's Consular officers state that 'it is the duty of Consular officers to protect and to promote the lawful trade of Great Britain by every fair and proper means, and to uphold the rights and privileges of British merchants.' My hon. friend will have learnt from the speeches made on the 24th inst., the distinctness of the duties of the Consular officers, at which I believe he himself was present, that Her Majesty's Government had then already taken steps with a view to a full consideration of the manner in which the services of Her Majesty's Diplomatic and Consular officers could be best directed to the advancement of the promotion of British trade abroad. Suggestions on the subject have been invited from the Chambers of Commerce, and my hon. friend may be well assured that Her Majesty's Government are fully sensible of the importance of prompt action in this matter.

#### NEWS BY THE FRENCH MAIL.

The M. M. Co's steamer *Natal* arrived here this morning, with the London mail of the 12th March on board. From our Ceylon exchanges we take the following telegrams. The longer and more important telegrams brought on by this mail were published in our issue of last night:—

LOSS OF A LIVERPOOL SHIP. Madras, March 30.—The ship *Opus*, of Liverpool, bound from Cardiff to Bombay, went ashore on the Mulki rocks near Calcutta yesterday morning. She will probably be a total loss. The crew are safe.

#### THE INDIAN AND COLONIAL EXHIBITION.

London, April 2.—The Prince of Wales has appointed a Committee to receive visitors to the Indian and Colonial Exhibition. The Russian ambassador's visit to ENGLAND. In the House of Lords last night, Lord Rosebery, replying to a question, said the Russian Squadron had left Suda Bay for Smyrna to be re-visited, and would afterwards return to Suda Bay. His Lordship added that the Russian Government had promised cordial co-operation with England in preventing hostilities between Greece and Turkey.

THE TRIAL BY POSITION AGAINST THE RETURN OF MR. JESSE COLLINGS TO ENGLAND. The trial by position against the return of Mr. Jesse Collings for Ipswich has resulted in his being unseated. He has consequently resigned the Secretaryship of the Local Government Board.

BERLIN AFFAIRS. Belgrade, April 2.—M. Garabanić's Ministry has resigned and a new Cabinet has been formed by M. Kisić. The appointment of M. Kisić to power is regarded with apprehension by the peace party, as he has been known to favour the Russian Pan-Slavist views during the late war, and his appointment is regarded as a step towards the renewal of hostilities against Austria, as well as for his anti-Austrian prejudices.

#### PUBLIC FEELINGS ON HOME RULE.

London, April 3.—An important meeting convened by merchants in London took place at the Guild Hall yesterday for the purpose of protesting against the intention of Mr Gladstone's Government to introduce a Bill in the House of Commons, concerning legislative independence for Ireland. The Lord Mayor of London presided. Several speeches were made pointing out the gravity of the subject and the danger of setting up a dual parliamentary control in the United Kingdom. A resolution was unanimously passed demanding the concession of Home Rule for Ireland.

#### (L. & C. Express, March 12.)

Prince Hirohito, the Japanese Minister to France and Spain, has been elected a member of the Geographical Society of Paris.

Mr Robert Beadon, an English barrister, formerly in the Japanese service, but now settled at Robert Town, has been appointed Japanese Consul for Fuzhou.

The steamer *Adolphus*, from Liverpool for Penang, &c., grounded in the Suez Canal on the 7th inst., but got off after unloading. A later telegram states she had reloaded and proceeded on the 8th inst.

Mr Reginald S. Yorke, of the Chinese Customs, who is now on his way back to China, took his departure yesterday for his departure. Mr Yorke was scholar of St. Katharine's College, Cambridge.

The *Gaulois* states that despite semi-official assurances to the contrary, the negotiations between France and China, both as regards the Treaty of Commerce and the Delimitation of the Frontier, are at a standstill, owing to serious differences.

The two principal creditors which have been ordered by the Chinese Government of the Yunnan Company, Station, will each be armed with two Krupp cannon, seven Hotchkiss ditto, of from forty-seven to thirty-eight millimetres calibre, and five torpedo guns.

The *Gaulois* contains the subjoined announcement dated 4th inst.—The French has been pleased to appoint William Anthony Mosgrave Sheriff, Esq. (Chief Justice of British Honduras), to be a Judge of the Supreme Court of the Straits Settlements.

We are pleased to note the appointment of Mr F. G. Scott (Shaw Yee) to an Assistant Commissionership in Upper Burma. Mr Scott has an intimate knowledge of the country and of the people with whom he will come in contact, which will stand him in good stead, while his well known energy and determination will more than compensate for his comparative youthfulness.

The transport *Urbion* arrived at Toulon on the 10th inst. from Tong-King with 200 sick and wounded, who were disembarked at the Porquerolles Isles, and a number of soldiers who have completed their period of service. The soldiers who have come home were by the Chinese government sent to the hospital. All have had their constitutions shattered by fever, and move about with difficulty. They are slightly distressed.

The *Derwent* publishes statistics respecting the merchandising of the world in 1885. The total number of sailing vessels in existence that year was 45,000, with an aggregate tonnage of 12,500,000. The tonnage was 2,884, with a tonnage of 6,719,101, making a total of 22,000,000 tons, and 49,000,000 tons. The largest fleet

naturally, is that of England, with 6,880 sailing vessels, with a tonnage of 4,169,000, and 14,000 sailing vessels, with a tonnage of 14,000,000 tons. Next follows France, with 2,000 sailing vessels, of 498,000 tons, and 2,173 sailing vessels, of 398,661 tons. Germany possesses 500 steamers, with a tonnage of 110,064, and 2,424 sailing vessels, with 368,611 tons. Latest Mail Advertisements.—Kochsamen, Feb. 1, Shanghai, Jan. 28. The P. and O. mail via Brindisi, with the advice from China and the Straits Settlements, dated as above, was delivered in London on the 9th inst. The *Japan* advices were received this day, via San Francisco. The *Messageries* Maritimes steamer *Andromache*, with the mail, arrived at Naples on the 9th inst., and the mail will reach London this evening, being three days early.

M. Orometis, a Parisian publisher, has just published a work which he proposes publishing in 100 parts, to contain all the photographic views, to the number of 800, taken by Dr. Hocquard, who was attached to the expeditionary force during the operations in Tong-King. General Garnier having given permission for the publication of the work, M. Orometis hopes to be able to place at the hands of the public during April an instalment of 200 photographs taken at the best-known points in the interior. There will, it is said, give an idea of the geographical, commercial, and ethnological features of the region.

The Admiralty have accepted the tenders of Messrs. Mandula, Sons, and Field, of Lambeth, for the engine, boiler, and machinery of the *Nile*, first-class screw steamer, of 12,000 tons, now building at Pembroke, and of Messrs. Humphreys and Tennant, of Dordrecht, for the engines and machinery of the twin ship *Trojan*, now in course of construction at Portsmouth. The propelling engines of the *Nile* will have the minimum collective power of 12,000 horses, with steam at 135 lb. pressure, and it is expected that with this power the vessel will attain a speed of 16 knots. This is by far the greatest power yet possessed by any ship afloat, the most powerful hitherto being the *Albatross*, of 10,000 tons, which has a nominal horse power of 8,500.

We have reason to believe that the Italian Government has definitely decided to refuse the cession of the town of Bhamo to China, although there is no objection to allowing the Chinese to come down to the edge of the Chinese frontier, north and north-west of the town. It is, however, to be remembered that the Indian authorities have all along offered a strenuous resistance to the demands of China, even including neutrality, but that the Foreign Office have approached the question in a totally different spirit. The India Office proposes and the Foreign Office disposes in this, as in many other matters in our national dealings with China.

Messrs. Collyer and Co. supply the subjoined Market Report:—

The attention of merchants, shippers, and all interested in the welfare of the trade of India is urgently requested to the operation of the different regulations from China, enforced by the Customs Ship-owners, which practically give a bounty to Continental Ports of about 10s. per bale on Plait, and not only surely tend to great injury to the English export trade, but also impose a burden of about 8s. per bale on the English import trade, in addition to the hostile tariff which manufactures have already to contend in competing with Continental makers. Similar injury is being done to the trade in other China products, hitherto largely housed in London, but which are now going direct to Continental ports, through the negligible action of the ship-owners in question. The withdrawal of any considerable portion of the export demand from this market



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DETAINED.				
For Merchant Ships.				
	Lat.	Long.	Lat.	
Alden Bessie	4	1	Kimmar, s.s.	1
Aldred Waite	8	1	Kwong Tong	1
Agnes M. King	1	1	Laurel	1
Angerton, s.s.	1	1	Lady Harwood	1
Bacon Wood	1	1	Livinstons	1
Benny	1	1	1st. Lieut. Fairfield	1
Bills Simpson	8	1	Lucia	1
Bird Wood	1	1	1st. Lieut. Marce, s.s.	8
Birman Wood	8	1	Margaret	1
Coylen	2	1	Martha Davis	1
Charpigne	1	1	Maudie	1
Chambre	1	1	Maria (7 Mand)	1
Cornet, s.s.	1	1	Molara	1
Cosmo, s.s. N. 8	1	1	Naples, s.s.	1
Cotnam, s.s. a. 3	1	1	Oboro	7
Cotton Arrib, s.s. 2	1	1	P. Victor, s.s.	1
Cotton	1	1	Pallou, s.s.	1
Dartmouth	15	1	Pale Ostardien	1
Duke of Abercorn	10	1	Palmyra	1
E. F. Whitney	1	1	Pasie	1
Edox	1	1	Perim, s.s.	1
Emblem	1	1	Pitana	1
F. B. Hargis	1	1	P. J. Persons	1
Falkenberg	1	1	Ringsboro	1
G. R. Shofield	1	1	Royal Covaring	1
General Brimlotts	1	1	Shardford	2
Glendal	1	1	Shen, s.s.	1
Grading	6	1	South American	1
Grafton	1	1	Southern Chief	5
Grota, s.s.	1	1	Spinaway	1
Grande	2	1	St. David	3
Hadji Buge	1	1	St. Filomena	1
Hall	1	1	St. George	1
Isaac, s.s.	8	1	Tangier, s.s.	1
Iduna, s.s.	1	1	Tampaka	1
J. B. Dews	1	1	Timo, s.s.	1
J. B. Steward	1	1	Tulaga	1
J. B. Peters	2	1	Udinge	1
J. M. Blakde	0	1	Wallack	1
John Knox	1	1	Zonara of N. Y.	1

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Diario de Noticias,  
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 Hull News,  
 Il Piccolo,  
 Illustrated London News,  
 Irish Times,  
 L'Estimable Banquet (Ball Hotel, Sandwich),  
 Journal de St. Petersburg,  
 Journal des Débats,  
 Kuznetschnoye,  
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 HAY, at the "New Asia Office,"  
 Wyndham Street, Hongkong.